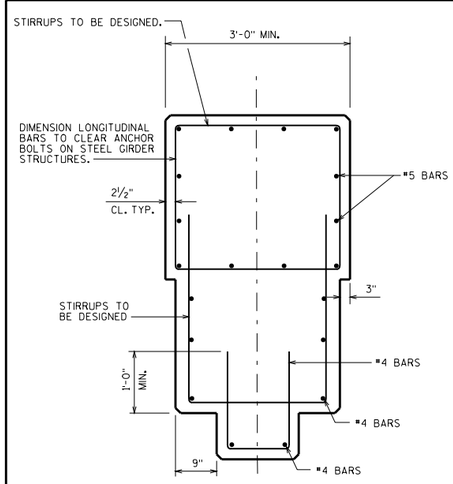
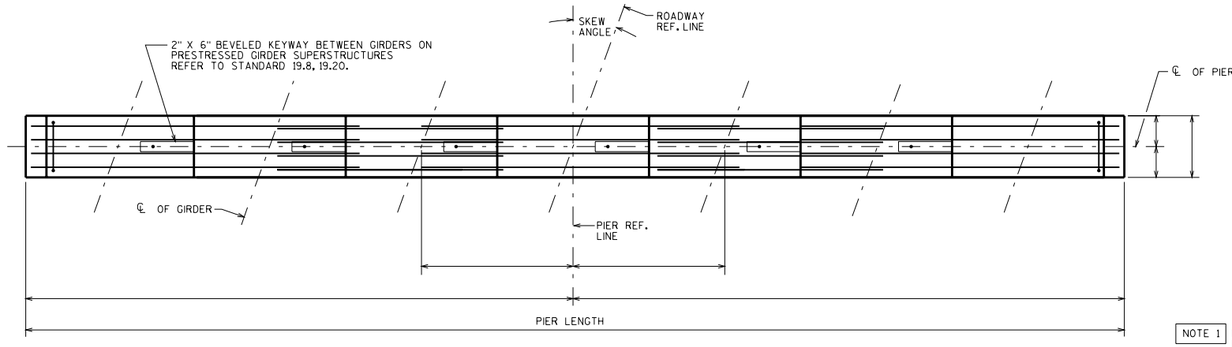
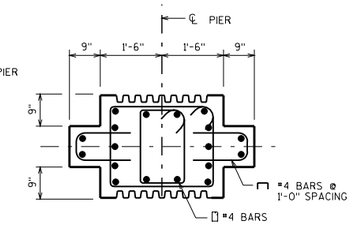


SECTION P1



PLAN OF PIER CAP



SECTION P2

GENERAL NOTES

NOTE 1 MINIMUM STEP TO BE 0.02' FOR ELASTOMERIC BEARING PADS AND 0.04' FOR STEEL BEARINGS, IF LESS, DETAIL ELASTOMERIC BEARINGS AT SAME ELEVATION (LOWER ONE) OR DETAIL STEEL SHIM PLATE FOR STEEL BEARING, SHOW LOCATION AND SIZE OF SHIM IN "PLAN VIEW". AT THE DESIGNERS OPTION A SLOPE MAY BE USED BETWEEN BEAM SEATS.

ALL BAR SPLICES TO BE BASED ON "CLASS C" TENSION LAP SPLICE.

KEYED CONSTRUCTION JOINTS IN COLUMNS AND FOOTINGS SHALL BE FORMED BY A BEVELED KEYWAY 2" DEEP x 1'-3" X 1'-3". EXPOSED EDGES OF CONSTRUCTION JOINTS SHALL BE FLUSH AND NOT BEVELED IN COLUMNS.

BEARING SEAT AREAS SHALL BE LEVEL EXCEPT FOR THE TWO CASES LISTED BELOW:

1. FOR GIRDERS WITH ½" ELASTOMERIC BEARING PADS WHEN THE BOTTOM OF THE GIRDERS SLOPE MORE THAN 1%. SEE STANDARD 13.1.

2. FOR CONCRETE SLAB SUPERSTRUCTURES MAKE THE TOP OF THE CAP PARALLEL TO GRADE. SEE STANDARD 18.1.

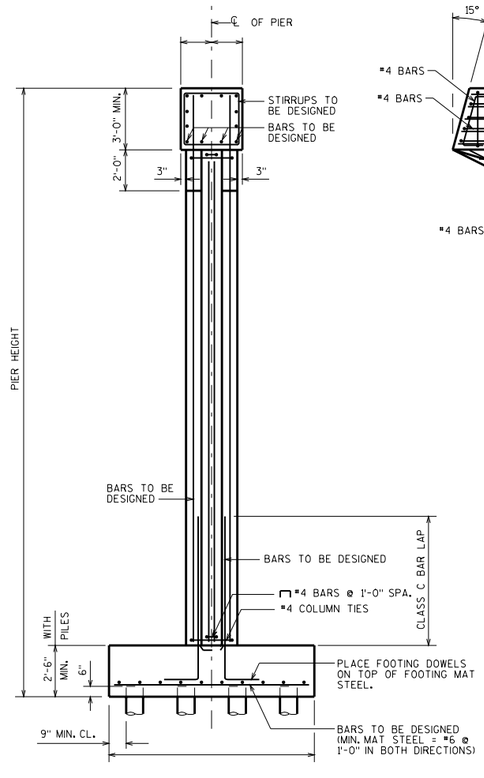
SEE BRIDGE MANUAL FOR ADDITIONAL REINFORCING STEEL IN BEARING AREA FOR BEAM SEATS THAT ARE 4" OR MORE ABOVE LOWEST BEAM SEAT.

EPOXY COAT BAR STEEL DOWN TO TOP OF FOOTINGS IN ALL PIERS UNDER EXPANSION JOINTS AT GRADE SEPARATIONS WHERE ADT UNDER THE BRIDGE IS GREATER THAN 3,500.

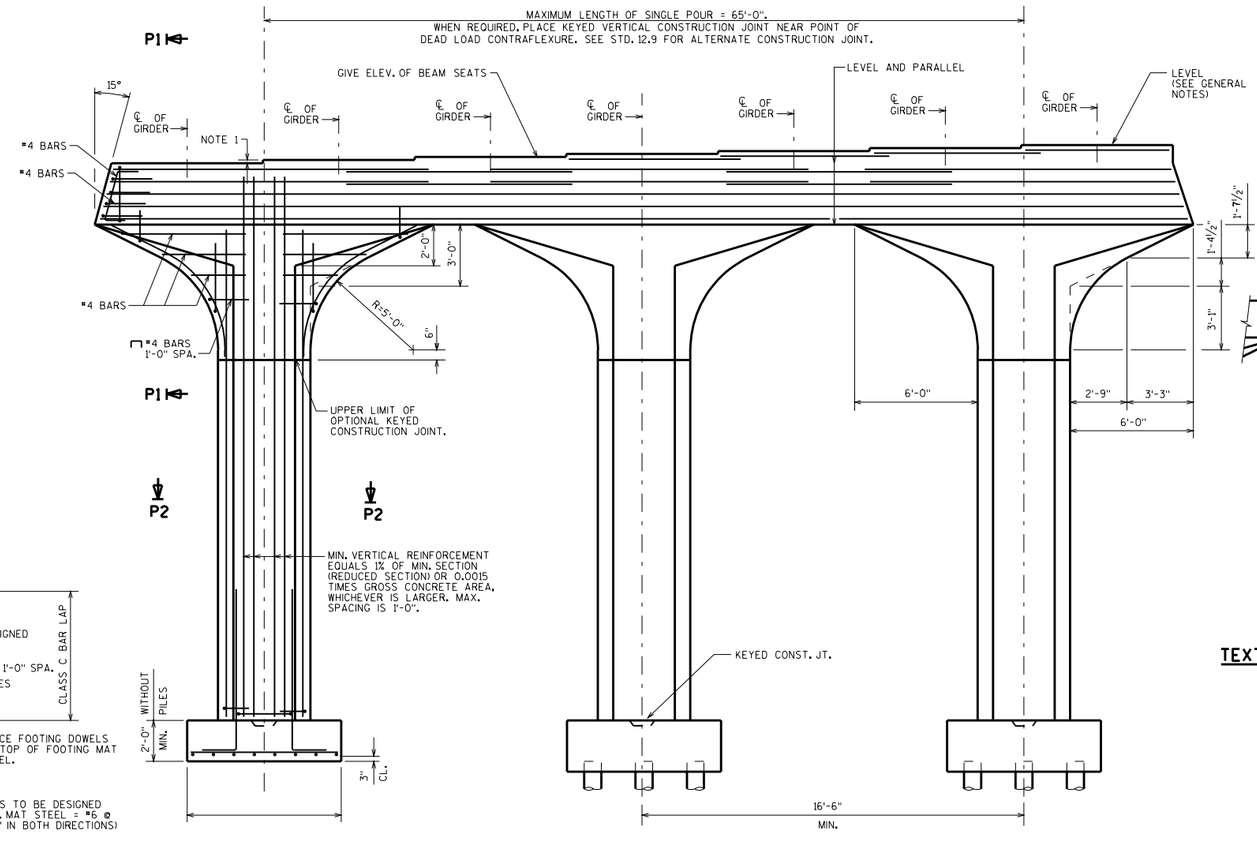
BAR STEEL REQUIRED FOR BENDING IN PIER CAP SHALL BE DETAILED IN LENGTHS AS REQUIRED FOR CONSTRUCTIBILITY AND BY DESIGN SPECIFICATIONS. MAXIMUM REQUIRED BAR STEEL IN THE TOP OF THE PIER CAP (NEGATIVE MOMENT STEEL) MAY BE DETAILED FULL LENGTH IF A MINOR COST INCREASE.

SEE STANDARD 13.1 FOR MINIMUM OFFSETS FROM BEARINGS TO SIDES OF CAP AND TO ADJACENT BEARING SEAT STEPS.

FOR CASES WITH CRASH WALLS, DEFER TO NON-AESTHETIC TYPE MULTI-COLUMNED PIERS.

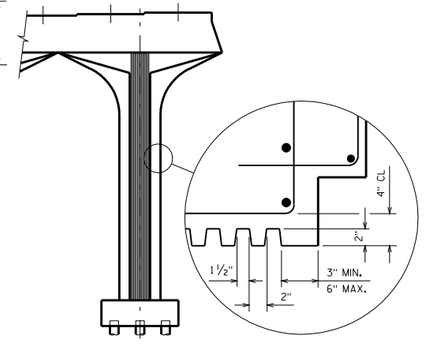


END VIEW



ELEVATION

LOOKING UP STATION



TEXTURING LIMITATIONS OF PIER COLUMN (EACH FACE)

MULTI-COLUMNED PIER TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: Stanley W. Woods

DATE: 7-04

STANDARD 13.4